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HISTORY

OF THE

Boston and Bangor Steamship

COMPANY.

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FORMERLY KNOWN AS

SANFORD'S INDEPENDENT LINE.

(1823-1882.)

—BOSTON.—

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Boston and Bangor Steamship Co.

1882.

WILLIAM H. HILL, *President.*

WILLIAM H. HILL, Jr., *Treasurer.*

Capt. JAMES LITTLEFIELD, *Supt.*

CALVIN AUSTIN, *Gen. Freight Agent.*

JAMES HATHORN, *Chief Engineer.*

Directors.

William H. Hill.	Oliver Ditson.
William L. Sturtevant.	Samuel D. Warren, Jr.
Ransom B. Fuller.	James Littlefield.

William H. Hill, Jr.

REGISTER OF OFFICERS

ON THE

BOSTON AND BANGOR STEAMERS,

1882.

	CAMBRIDGE.	PENOBSCOT.	KATAHDIN.
Commander	Capt. Otis Ingraham	Capt. William R. Roix	Capt. F. C. Homer.
First Pilot	Capt. Mark Ingraham	Capt. W. J. Rogers	Capt. T. R. Shute.
Second Pilot	Ira Farnsworth	E. W. Curtis	Capt. Mark Pierce.
First Officer	James Tucker	J. D. Brown	James S. Hall.
Second Officer	D. R. McKenzie	J. A. Hosmer	——— ———
Engineer	Fred. E. Hathorn	James Hathorn	F. E. Good.
Second Engineer	Walter White	William L. Fox	T. H. Bennett.
Purser	William B. Eaton	George F. Wood	J. B. Patterson.
Freight Clerk	C. T. Mason	A. H. Hanscom	John Lakin.
Steward	J. F. Tyler	F. A. Garnsey	A. G. Cooper.
Assistant Steward	E. A. Leonard	——— ———	——— ———
Baggage Master	William S. Malona	William A. Roix	——— ———

BOSTON AND BANGOR STEAMSHIP CO.

THE "Sanford Steamship Company" was incorporated in 1875; the wharf properties at the several landings on the Penobscot River, and the steamers "Cambridge" and "Katahdin" having been owned previous to that time by a private association or firm, formed in pursuance of the laws of the State of New York, under the style of the "Sanford Company," the line being generally known as "Sanford's Independent Line."

In 1875, these properties were all transferred to a new corporation, and the "Sanford Steamship Company" was incorporated and organized under the laws of Massachusetts. In January, 1882, by an enactment of the General Court of the Commonwealth of Massachusetts, the corporate name of the "Sanford Steamship Company" was changed to the "Boston and Bangor Steamship Company."

HISTORY

OF THE

BOSTON AND BANGOR STEAMBOAT LINE.

SIXTEEN years after the first practical application of steam to propel vessels, the first regular steamboat appeared in the waters of Maine. This was the "Patent," which on July 7, 1823, arrived in Portland harbor, under the command of Capt. Seward Porter, the pioneer of steamboating in Maine. She was run during that season between Portland and Boston. On May 22d, of the following year, another of Porter's boats, the "Maine," Capt. Smith Crane, master, visited Belfast; announcing her arrival by the discharge of a small cannon.

In the same year (1823) the Kennebec Steam Navigation Company was formed, and went actively to work. It bought the "Patent" and ran her between Boston and Bath; while the "Maine" ran between the latter place and Eastport (occasionally to St. John) and touched the intervening ports of Boothbay, Owl's Head, Camden, Belfast, Sedgwick, Cranberry Isles, Lubec and Eastport. Thus as early as the spring of 1824, there was a regular line of steamers connecting the principal ports of Maine and New Brunswick with Boston.

In 1826 the steamer "Maine" was running between Bath and Belfast, the "Patent" running between Belfast and Eastport; and these connecting with the St. John and the Kennebec river boats.

Some description of these earliest steamboats of north-eastern New England will be of interest. The "Patent" was a low

boat, without a hurricane deck. Her boilers and engine were below; and, like all boats of her time, she had a heavy balance wheel half above deck, and an arrangement by which one or both paddle-wheels could be disconnected from the engine, to assist in turning the boat, or to allow working off steam. Her cabins were all below; the ladies' cabin being at the stern, where its only windows were placed. The entrance was through the gentlemen's cabin. The stern was broad like all vessels of that period; the quarter-deck clear, with seats all around.

Seventeen hours was considered good time for her between Boston and Portland. She was built in 1821 at Medford, Massachusetts.

In the spring of 1825 the "Maine" was fitted out at Bath. It is generally stated that she was constructed of two schooners with beams across both, and retaining the two keels; her tonnage was 105, and her cost only $13,000. She commenced her trips in the spring of 1825, calling at Belfast and Castine.

The "Waterville" also made a few trips up the Penobscot during this season; she was a very small steamer, built at Bath in the latter part of 1823, and in the early part of the following year. She was intended for the Kennebec, and commenced to run on that river in April, 1824.

Early in 1826 the Kennebec Steam Navigation Company having disposed of a considerable quantity of its stock to Boston parties, found itself able to purchase the steamboat "Legislator," a boat nearly double the size of the "Patent," being upwards of 107 tons burthen. She was schooner rigged, 115 feet in length and 35 in width. There were two cabins for gentlemen, and one for ladies, fitted up in the most elegant style, and there were accommodations for about 100 passengers. She was built at New York in 1824; her outside material was white oak, locust and cedar, and her cabins were finished in mahogany and cut maple. Her engine was of 60 horse-power, and there was a double bulk-head around the boiler. She had a low hurricane deck from the engine aft, away forward "in the eyes of her" as the sailors say. There was a bar for the sale of all kinds of liquors, which was a great source of profit to the steamboats in those days.

On the arrival of the "Legislator" at Boston, to enter upon her route, the city authorities were treated to an excursion in her down the harbor. At the dinner given to the guests during the

trip, Mr. Owen, president of the Company, offered the toast, "the Legislator, may she receive the patronage of the legislators." Mr. Quincy, the Mayor, gave the "Legislators, local, state, and national, may they so manage their steam as not to burst the boiler." The toast of the President received point when, a few years later, Capt. Porter petitioned the legislature for a charter for a lottery in aid of this line, and for the gift of a section of South Boston flats for a wharf for his boats.

In 1828 the "Kennebec Steam Navigation Company" closed up its business, selling its property at auction in October of that year; the "Legislator" was taken South, and disappeared from our view. The "Patent" was purchased by Capt. Porter, and run by him on the Boston and Portland route until 1830. She was afterwards running on the Penobscot in 1835 as a river boat. Hon. Wm. Goold, in a newspaper sketch of steam navigation in Maine, says that she was wrecked upon the southern coast.

Fares at this time were from Boston to Portland, with meals, five dollars; to Bath, six; Augusta, seven; and Eastport, eleven. The fare between Boston and Portland by stage at the same date was ten dollars.

In April, 1829, Capt. Seward Porter, together with his brother Samuel, bought in New York the steamer "Connecticut," of 350 tons burthen, to run between Boston, Portland and Bath. During a portion of the season of 1824, she ran from Bangor to Boston, Capt. Seward Porter being master. Again, during portions of 1837 and 1838 she took the place of the "Bangor" while that boat underwent repairs. It has been stated that Capt. Memnemon Sanford, a leading proprietor of Eastern Steamboat Lines for about forty years following, was interested in this boat, and that this was his first venture in steamboats. She was built in New York in 1816, to run with the "Fulton" between that city and New Haven. Her burthen was 400 tons. She had masts, fore and aft sails, and a large square sail, bent to a yard. Her engines were on the Fulton plan, with a balance wheel, and couplings by means of which the paddle-wheels could be thrown out of connection with the engine. Her cabins were large, but no attempt had been made to have state-rooms above the main deck. She was commanded by Captain William Porter, a brother of the owners. Later he was United States Consul to the Barbary States.

In 1832, Amos H. Cross, of Portland, placed on this route the "Victory," which was chartered in New York. She had more speed than the "Connecticut," but had seen her best days, and was therefore worsted in the contest. In April, 1833, Mr. Cross brought on the "Chancellor Livingston," the master-piece of Fulton. She was built in New York in 1816, and was of 496 tons burthen. She was afterwards lengthened, which greatly increased her tonnage. Her speed was originally eight and one-half miles an hour, but it was greater after rebuilding. She had her third engine when she came to Portland, a square or cross-head engine, walking-beams not having come into use. It had a 56 inch cylinder, and 6 foot stroke. She had three smoke-stacks, three masts, a bow-sprit and a jib-boom, with a square-sail on the foremast, and fore and aft sails; a formidable looking vessel for a coasting steamer. Her cabins, state-rooms, and freight accommodations were on a larger scale than on any steamer previously on the coast of Maine. Capt. Lemuel Weeks, a much respected ship-master of Portland, was her commander. It was supposed that Cornelius Vanderbilt had some ownership in her, but doubtless the shrewd old Commodore soon turned his share into cash. As for Mr. Cross, he kept her until she ruined him. In 1834 she passed into the hands of the Porters, who ran her on the same route with the "Connecticut," which had begun to extend her trips eastward, having visited Bangor several times in the previous year. In the summer after their purchase, the Porters formed a company, which, in the autumn, commenced to build in Portland a steamboat that received the name of that city. Her engine came from the "Chancellor Livingston," which was now broken up. The elegant old boat was turned into a dwelling house, that, a few years ago, was affording comfortable shelter to one or more families.

The "MacDonough," in charge of Capt. Sidney K. Howard, had come to Portland in 1833, and ran on the Boston route through that year in opposition to the Porters. Capt. J. B. Coyle was her engineer. In 1834 the Porters' Company, finding the steamer "Portland," which they were building, would not be ready soon enough for their needs, bought the "MacDonough," and put her on the Boston route in their line in the spring of 1835. Later, she ran on the Kennebec route, possibly making an occasional trip to Bangor. She was soon after sold to New York

parties to go to Cuba, but was wrecked soon after leaving that port.

The "Portland" was of 400 tons burthen, and a very solid boat, setting deep in the water, and consequently slow. She had two smoke-stacks and one mast. Capt. J. B. Coyle was her engineer, having directed the construction of her engines. Mr. Goold says, that she was the first steamer that burnt anthracite coal with success. Capt. Samuel Stanwood, of Portland, was pilot. She commenced her trips to Boston in August, 1835, and for several years served as a connecting boat in the Bangor line; but rarely made trips east of the Kennebec. She was sold to James Cunningham of New York in 1842, and ran between Boston and Portland in connection with the "Bangor," in whose line he had become a partner.

In 1833 the "Boston and Bangor Steamship Company" was formed, which built the steamboat "Bangor" in New York, and placed her on the route between Boston and Bangor in the following year. The "Bangor" was the first new boat, as well as the fastest, that had come to Maine. By an advertisement in a Bangor paper, we learn that her burthen was 400 tons; that she was rigged with fore and aft sails; and was provided with two powerful forcing pumps with suction hose; a fire engine to be kept on her deck to operate on any part; five large boats, and number of india rubber and cork mattresses — each capable of sustaining five persons in the water — and a large quantity of life preservers. Her engine was of the square kind, without a walking beam. For fuel she used wood, consuming about twenty-five cords in each trip between Bangor and Boston. She was built by Brown & Bell of New York, expressly for this route. Capt. George Barker of Bangor, superintended her building, and commanded her for a short time, when he was superseded by Capt. Samuel H. Howes. About two hundred Boston merchants were shareholders in her, but only a few persons in Bangor.

It was reported that her average number of through passengers between Bangor and Boston during the early part of the season, was one hundred and twenty, both going and returning. The fare each way was $6, which included meals and a berth. This made the snug little sum of $1,440 for passengers alone, on each round trip.

The "Bangor" ran on this route until November, 1841; after which she ran on the route east of the Penobscot. In 1842 Capt. Dunn became master, taking her to the Mediterranean, where she was employed for awhile in carrying pilgrims to Alexandria on their way to Mecca. Being painted wholly white, not a Mussulman would go on board of her, — this being their mourning color; but having received a coat of black paint, all their objections disappeared. She was finally purchased by the Sultan of Turkey, and with a new name, became attached to his navy. On leaving the wharf for her first trip, Capt. Barker, fearing to trust to her wheels, had a kedge anchor placed in the middle of the river, and attached to the steamer with a cable, by which she was drawn out to the channel. The steam was up in her boiler, all ready for a start, and constantly escaped with a roar, so that an ordinary voice could not be understood; and the captain stood upon the pilot house and gave his orders through a speaking trumpet. The pilot house had communication with the engine-room by means of bells, but unwilling to trust to these, in getting under-way, his orders went from man to man until they at last reached the engineer.

During 1835, Captain Seward Porter ran the "Sandusky" between Bangor and Boston. In August the proprietors of the latter boat put on the route also the steamer "Independence," Thomas Howes, master. The fare to Boston which had been fixed at $7, was now reduced to $5.

The "Eastern Steamship Mail Line" was the name under which all steamboats in Maine ran during 1836. The Bangor continued her route, the "Portland" ran from Bangor to Portland a part of the season, then from the latter place to Boston. The "Independence" also continued on the Boston and Bangor route until September 28th.

The "Bangor" was now left the sole boat on the river during the remainder of the season, and also of the next season, making generally the three trips a week to Portland, where she connected with the "Patent" for Boston. The "Bangor" was taken off the Penobscot route early in 1842, and ran for awhile from Portland to Calais, touching at Belfast, but during this season she took her final leave of the western continent.

In November of this year the Eastern Railroad was opened to Portland, greatly diminishing the business of the Boston boats.

The "Portland" which formerly ran to Boston, succeeded the "Bangor" on the Penobscot, running between Bangor and Portland. The "Huntress" also ran for sometime during the season on the Penobscot and Portland route. In July, 1842, Capt. Memnemon Sanford brought on the fast steamer "Express," built by himself, and ran her between Portland and the Penobscot River; the steamer "Portland" being placed again on the route between Portland and Boston.

The "Charter Oak" was built by Mr. Cunningham and Capt. M. Sanford, and was intended for the route between New York and New Haven, where, it has been stated, Capt. Sanford ran her for awhile, when, finding the competition of Vanderbilt too severe, he turned his attention to Maine. In 1843 the boat referred to was placed on the route between Bangor and Boston, on which she continued through the season of this and the following year. In the latter he also ran the steamer "Admiral" on the same route.

Vanderbilt had followed close after Sanford, and in the spring of 1842 he placed on the route between Boston and Bangor the steamer "Telegraph," an old boat which had formerly been run on the North River, now repaired it was stated, at an expense of $12,000.

Capt. Samuel H. Howes, who had been master of the "Bangor" from her first year until the present, was commander; the fare which had been as high as $6 and $7 between the extreme points of the route, was now greatly reduced, and for a considerable part of the season of 1842 was only $1 to Boston, and 50 cents to Portland. The "Telegraph" continued on this route through the season of 1843; but in 1844 she was transferred to the Kennebec.

In 1843 the "Portland Steam Packet Company" was formed, and the following year commenced to run propellers between that city and Boston. These were followed by side-wheel steamers, which the Company continues to run to the present time.

On the Penobscot, in 1844, the "Portland" made a few trips early in the season and then abandoned the route. The "Charter Oak" ran from Bangor to Portland.

In 1845 Mr. Sanford transferred the "Penobscot" to the route between Boston and Bangor, and this line, which at once acquired his name, has been continued to the present time. Capt. Thomas G. Jewett was master, and Capt. William Flowers, pilot. The

first trip of the new line was made on the night of June 17th, 1845, from Boston to Bangor by the "outside route." The course was made from Cape Ann to Monhegan direct,—it never having before been attempted by a steamboat. Capt. Flowers now ran the "Penobscot" altogether by the method of "time and courses." Capt. M. Sanford soon made use of this method on his New York and Philadelphia line, and it was soon generally adopted, and is now the universal practice.

The "Charter Oak," Capt. S. H. Howes, was running on the Bangor, Portland and Boston route, and Mr. Cunningham, her owner, endeavored to drive away this intruding "Penobscot" by leasing every wharf which it was thought would serve her purpose; but there remained an isolated pier where the Maine Central Railroad Station is now, which was then connected by a bridge with another wharf. It was a poor landing place for a steamer, but Capt. Sanford said, "The boat must hitch here. I own her; and if she is stove I'll furnish another." The next year the line obtained the wharf where it has ever since continued.

On the 16th of March, 1840, the "Portland" commenced to run on this route, followed early in April by the "Penobscot" and the "Huntress," the latter connecting with the railroad at Portland. She was not long after succeeded by the new steamer "Governor," Capt. S. H. Howes, master. About the middle of June in this year, Capt. Thomas B. Sanford, in the new and fast steamboat "F. F. Secor," of about 200 tons burthen, built by Sanford, inaugurated a new route from Belfast to Ellsworth, connecting with the steamer "Penobscot."

The rebuilt propellor "Bangor," under Capt. Chas. Spear, also came on this season, and the "Huntress" made a few trips. During the autumn the "John Marshall," a boat built two years before to run between Baltimore and Richmond, Va., ran for a short time between Bangor and Boston. After running on the Kennebec a few seasons, she went to New York, and in 1874 was plying as a tug-boat on North River.

In the spring of 1847, the "Penobscot" was brought on by Capt. Asa M. Sanford in the place of Capt. Jewett, who about the first of July succeeded Capt. Howes in the "Governor,"—which had resumed her trips on the Boston route. The "Portland" and the "Charter Oak" made a few trips early in the season. The "T. F. Secor" ran as before until the rivers closed, when she

ran to Portland. In 1848 the "Penobscot" and "T. F. Secor" ran as in the former season, and Capt. William Flowers, for three years previous pilot of the "Penobscot," brought on the steamer "W. J. Pease," newly built by M. Sanford in New York. She ran to Portland during April and May, then took her place on the "outside route" with the "Penobscot." In June, the "Senator," owned by Daniel Drew and James Cunningham, of New York, commenced making tri-weekly trips between Bangor and Portland, connecting with the railroad. She was a superior boat. In 1849 she went round the Horn to the California coast, where, in 1880, she was still in service, having earned great sums of money for her owners.

In July, 1848, the "Senator" was succeeded on the Penobscot by the splendid steamer "State of Maine," just built in New York by the influence of Capt. S. H. Howes, who commanded her. She proved too large and expensive for the business in Maine at that period, and was the next year transferred to Long Island Sound, where she ran for many years. Fare from Bangor to Boston this season was one dollar. The "W. J. Pease," under Capt. Flowers, ran on the "outside route" to Boston a part of this season.

On July 4th, the Kennebec and Portland Railroad was opened to Bath. During the month Sanford sold the "Penobscot" to Stanton & Spicer of New York, to start a new line between that city and Philadelphia; and the "Kennebec," built by Sanford in 1845, was put on in her place. On this boat, in August, 1849, the cholera made its first appearance in Bangor. Her commander, Capt. A. M. Sanford, was one of the victims. In September Capt. Flowers succeeded him as master.

The Boston and Bangor route was occupied this season by the "Boston," a new steamer of 800 tons, built by M. Sanford for this line. She was a staunch boat, and was said to be the twenty-second steamer built by her owner. She was brought on in April by Capt. T. B. Sanford, and continued on the route uninterruptedly for several seasons.

Some of Stanton & Spicer's boats having come upon Sanford's hands, he formed in 1850–51 the "Sanford Independent Company," owning and running the New York, Cape May and Philadelphia Line, as well as their Penobscot and Kennebec Lines in Maine.

During the winter of 1850–51 the "Ocean" made a few trips between Belfast and Boston; the "Boston" held the "outside route," and the "Governor" continued her trips between Bangor and Portland.

In 1852 the "Boston" ran as in the previous year, and with the same commander.

Capt. Memnemon Sanford, the originator of the present line of steamers between Boston and Bangor, died in New York, June 24th, 1852, aged sixty-three years. He was well known as a man of character, ability and enterprise, and was one of the most extensive steamboat owners in the country. He was the proprietor of a line of steamers between New York and Philadelphia, and on the Boston and Kennebec River and Penobscot River routes. On the latter he placed the steamers "Penobscot," "Kennebec," "W. J. Pease," "Boston," and "T. F. Secor." The travelling public has been largely indebted to his enterprise and sagacity. For thirty years he was a steamboat commander.

In the winter of 1852–53 Capt. Powers rebuilt the "Penobscot" adding about twenty feet to her length. He brought her to Maine in the following spring, and ran her on the "outside route."

On the 21st of April the new and elegant steamboat "Daniel Webster" arrived on her first trip, and thereafter ran thrice weekly through the season to Portland. She was built by the "Maine Steam Navigation Company," expressly for this route. For strength, speed and accommodations she was never excelled by any boat in our waters, until the advent of the new and elegant steamer "Katahdin." She had 42 state-rooms and over 200 berths. A life-size portrait of Daniel Webster, presented by the Boston friends of the statesman, adorned the saloon. The same boats ran on these routes for the next two years.

The "Penobscot" was drawn off in 1854–5, and having been re-named the "City of Norfolk" she was placed upon the route between Philadelphia and Norfolk, Va.

In 1855 the new propeller "General Knox" made weekly trips from Bangor to Boston. Toward the last of the season Sanford transferred the "Boston" to his New York and Philadelphia route, bringing back the "Kennebec" to the "outside route" in her place. The only boats running in 1856 were the "Daniel Webster" as in the previous years, from Rockland to Ellsworth, and the "Eastern City," Capt. William Blake, Master, directly to

Boston. The event of the season was the arrival of the splendid steamer "Memnemon Sanford" of 1000 tons, commanded by Capt. E. H. Sanford.

From this time to 1859 inclusive, the routes of the "Memnemon Sanford" and "Daniel Webster" remained unchanged. Capt. C. B. Sanford took command of the former in 1857, and continued until 1858. Capt. E. H. Sanford ran her again in 1859–60–61. In the latter part of 1860 the "Kennebec" under Capt. Johnson, was on the route. In December the "Kennebec" took the place of the "M. Sanford."

With their customary liberality, the managers of the Sanford Line, in April, 1861, advertised to convey troops, munitions of war and the authorized agents of the government, between Bangor and Boston free of charge; and the line in various ways contributed to the cause of patriotism. Capt. Sanford had tendered to Governor Andrew the use of the steamer "Memnemon Sanford" to transport troops or munitions of war. He had also offered the services of his steam-tug day or night to tow vessels carrying troops or supplies to or from any of the harbor forts. Both the "Memnemon Sanford" and the "Daniel Webster" ran their usual trips through the season of 1861, until November, when the latter was chartered by the government. After this she was back in Maine waters at intervals, but for most of the time until the war of the Rebellion closed she ran in government service in southern waters; under the skillful handling of Capt. William R. Roix, escaping all perils where so many other good vessels went down. As late as 1874 she was running on the St. Lawrence River under the new name of "Saguenay."

The demands of the Government had in 1862 drawn every steamer from the Penobscot except the "Memnemon Sanford," which continued to run on the "outside route" to Boston. The "Memnemon Sanford" returned to her route in October, but in November again left, having been chartered by the Government to transport troops to New Orleans, and she never returned to the North.

In 1863, the new steamer "Harvest Moon," Capt. William R. Roix, of Belfast, master, ran between Bangor and Portland, from March 23d to July 17th.

THE STEAMER "KATAHDIN."

On May 19th, the staunch and magnificent steamer "Katahdin," of 1234 tons burthen, came on the Boston and Bangor route, Capt. Charles B. Sanford commanding. She was built for this line at the yard of John English & Sons, New York. Her engines are of 400 horse-power, and were built by J. P. Allaire. The diameter of the cylinders is 56 inches,—stroke 11 feet. She has 70 staterooms, 150 berths in the gentlemen's and 60 in the ladies' cabin. In respect to her furnishing, there were few steamers that surpassed her. The cost was about $250,000.

The "Katahdin" is a very easy boat on a rough sea. With the exception of the winter of 1864, when she was on Long Island Sound, in the Fall River line to New York, she has run wholly on the Boston and Bangor route; usually continuing through the entire year, excepting the time necessary to put her in order for her summer work. She has probably contended with more ice than any boat not running in Arctic seas. During the last of the season, Capt. J. P. Johnson, who had been for years on Sanford's Philadelphia route, took command of the "Katahdin," and continued to run her until 1868, when he was succeeded by Capt. Henry S. Rich. The latter died in 1872, and was succeeded by Capt. William R. Roix, who commanded her until June, 1882, when he was transferred to the new and splendid steamer "Penobscot."

Capt. William J. Rogers, first pilot of the "Katahdin," commenced his steamboating with the first "Penobscot," the boat with which the line was founded. After serving in various capacities on several steamers, he, in 1860, began to act as pilot, and has therefore had about 20 years' experience in navigating steamboats. He became pilot of the "Katahdin" in 1872, having been previously her mate for some years. E. W. Curtis, the second pilot, has been qualified for his post by many years of faithful and successful service.

Mr. George F. Wood, Purser of the "Katahdin," has grown up among steamboats, his father, Ephraim M. Wood, having been agent of the line at Camden from its inception, and still conducts its business at that post, being the only one of the original agents who has remained continuously in the service of the line. George F., has served both as Freight Clerk and Purser of the

"Cambridge," and his service in the latter office in the "Katahdin" dates from 1872. As might be expected from his antecedents, he is a model man for his position.

THE STEAMER CAMBRIDGE.

The new and superb steamer "Cambridge," the finest boat east of Long Island Sound until now, arrived at Penobscot Bay on the first of September, 1867. She was commanded by Chas. B. Sanford, having just been completed in New York for this route. Her hull was built by John English & Sons, and measures 250 feet in length over all, 38 feet beam, with 13 feet depth of hold. She is estimated at 1500 tons burthen. Her engine was built by the Morgan Iron Works: the diameter of the cylinder is 60 inches,—with 11 foot stroke; the two boilers are each 30 feet long, heated by four fires, which have 125 feet of grate surface. The sleeping arrangements will accommodate 450 first class passengers; while the provisions for the safety and comfort of all on board are considered equal to those of any steamer afloat.

The steamer is provided with nine life-boats, a life-raft, and several hundred life-preservers. Her saloon occupies almost the entire length of the boat, and is an elegant and commodious apartment; and windows at each side and end, at the extremities, afford charming outlooks from which to view the fine scenery through which a large portion of the route extends. The section of the saloon forward of the engine constitutes the dining room, where the convenience of the passenger and freedom from all unpleasant surroundings is secured.

The staterooms are of good size, with complete ventilation, light and elaborate furnishings. The "Cambridge" is in command of Capt. Otis Ingraham, who has had a long and successful experience in his business, and is, moreover, of that genial and accommodating nature that adds so much to the enjoyment of the traveler. F. C. Homer, the first pilot, has commanded a steamer several seasons, and both he and Ira Farnsworth, the second pilot, are amply qualified for their offices. W. B. Eaton, the purser, has served on a New York line, and is at home at his post. The excellence of the viands and attendance attest the superior fitness of Mr. J. R. Tyler, as steward. Other officers are

not brought into such close relation with the passenger, but they will all be found educated by experience for their several positions. The "Cambridge" has run continuously on the Boston and Bangor route, except during the winter of 1872, when she ran in the New York and Providence line on the Sound.

Though running two large steamers two trips weekly each way between Bangor and Boston, the managers of this line found it necessary during the summer of 1880 and 1881 to charter the steamer "New Brunswick," which afforded additional accommodations, and did a successful business under the command of Capt. F. C. Homer, who has had twenty years' practical experience as pilot and commander.

THE STEAMER PENOBSCOT.

In the dock of the Atlantic Company, at East Boston, lies the splendid new steamer "Penobscot," of the Boston and Bangor Steamship Company's fleet, receiving the last of her machinery and the finishing touches of the carpenters, preparatory to the advent of the gilder and the furnisher, whose decorations will complete the finest side-wheel steamer that ever sailed from Boston.

The "Penobscot" is 249 feet length of keel, 257 feet long, over all, 13 feet depth of hold, 38 feet beam, and 62½ feet wide over the guards, amidships. Her frame is of New Hampshire white oak, her bottom planking of the same, and her wales of hard pine. The frame material cannot be excelled for strength and durability, and in the case of the "Penobscot" the former quality is enhanced by iron strapping, diagonally arranged. The fastening is of iron and composition, with locust treenails. Her measurement will be about 1800 tons, and the accommodations for freight and passengers will be large, and for the latter more complete, convenient and luxurious than has before been attempted in Eastern steamboats.

THE MOTIVE POWER

will be a magnificent engine of 58 inches diameter of cylinder and 12 feet piston stroke, furnished by steam from large boilers of the best make, and heated by four furnaces. The paddle wheels are

CAMBRIDGE

33 feet in diameter, and 7 feet and 2 inches face. There is a powerful condenser, for the purpose of converting salt water into fresh, a steam donkey-engine on the main deck, to furnish power for pumping and for the operation of the American Ship windlass, forward, three powerful pumps and all other necessary machinery, all of which is furnished by the Atlantic Company, and is of the finest quality and most approved design. The internal arrangements are of the best, and every inch of space has been utilized to the best advantage in the disposition of the various apartments. In the

LOWER CABIN

are the dining saloon, ladies' cabin, gentlemen's cabin and the forecastle. There are two iron water-tight bulkheads in the hold, one aft, 55 feet from the stern post, and another forward, 33 feet from the stem. Forward of the fore bulk-head is the forecastle, or the crew's quarters, accessible through a hatch from their mess-room on the main deck, overhead. Aft of the stern bulkhead is the ladies' cabin, a finely arranged apartment, in which are forty-six berths. The space between the bulkheads is the gentlemen's cabin, which occupies the entire space, 145 x 38 feet, with the exception of the base of the engine, which is amidships. This cabin contains one hundred and seventy berths, all of generous size and arranged in the best possible manner. The forward part of the cabin will be used for the dining saloon, and its appointments for this purpose will be complete. The ventilation is perfect, and twelve deadlights admit the illumination of day, while at night the grand saloon will be made brilliant by the light of forty lamps, hung in twenty handsome chandeliers. Upon the starboard side of the cabin, forward, is the barber shop and wash room, while directly opposite, on the port side, is the pantry. There are three means of access to these two cabins, fine stairways of polished oak, one leading into the ladies' cabin, from the main deck, aft of the bulk-head, and two into the gentlemen's cabin, one forward, and the other aft.

ON THE MAIN DECK,

forward, in the eyes of the steamer, are the mess rooms of the deck hands and the firemen and coal heavers, the former on the

starboard and the latter on the port side. The boiler and engine are situated, of course, amidships, and the inclosure extends from the after to the forward gangway. On the starboard side of the boiler room, amidships, is a donkey engine for pumping, and for the operation, as before stated, of the windlass. On the port side is the kitchen, ice-closet and store-room, all fitted with the best appliances for the advancement of the culinary art. The spaces in the fore-and-aft gangways, around the boiler room and the engine, and on the decks, fore and aft, are for freight. Astern of the after gangway, is a saloon, which from its location is somewhat of a novelty. The apartment has a height of ten feet, and is fifty feet long by fifteen feet average width. Leading from this saloon, and looking out on the guard, are twenty-four staterooms. The toilet conveniences in this saloon are, as in every other part of the boat, of the best, and travelers will be thankful for this provision.

ON THE SALOON DECK

is the brilliant main saloon, an apartment, which, when finished, will certainly have splendors of finish, design and decoration to match its magnificent proportions — 130 feet length, and 15 to 20 feet breadth. The saloon is divided into two parts, which, from the position of the machinery amidships, are quite distinct from each other, although connected by broad walks on either side. The after saloon is eighty-five by twenty feet, floor dimensions, and the dome-deck ceiling gives the room a lofty, airy appearance. It is approached by an oaken staircase from the after main deck, and connects by gangways with the guard-walk on either side. On the starboard side are two ladies' toilet rooms, and on the port side, leading from the main gangway are two rooms for the convenience of gentlemen passengers. The forward saloon is forty-five by fifteen feet on the floor, and is approached from the forward main deck by an oaken stairway of the same design as the after one. Leading from these saloons are eighty-six state-rooms, sixty of which are in a double tier, and entered by the same passage, though, of course, separate in themselves. The inner rooms in this tier are lightened by windows set in the rise of the monitor deck, and they are somewhat higher than the outer tier. The staterooms are models of their class, and that is the

first class. Each is fitted with a wire-spring mattress, and there is a black walnut commode in each room. There are also three bridal staterooms, which are to be elegantly upholstered and furnished.

The saloon floor will be covered with a Wilton carpet, one of the costliest and most elegant to be had, and furniture of the latest design, in black walnut, will add grace and comfort to the room. The painting will be in white and æsthetic parti-colors, and between the staterooms will be pilasters of cherry, highly polished, while the caps and cornices will be adorned in gold and colors. The fore deck is forty-five feet long from the saloon to the stem piece, and affords a fine promenade, protected by substantial rails. A broad stairway from the forward saloon leads to the

HURRICANE DECK,

coming out in a house just aft of the pilot-house. There are in the house, at the head of these stairs, six staterooms, and the captain's and officers' quarters. The captain's room is unusually large and well situated. It is immediately aft of the pilot-house, and easy of access from it. The pilot-house is larger than is usually the case, is well arranged in regard to the windows and view, and comfortable generally.

The after hurricane deck is also reached by a stairway, which ascends from the after main saloon, and a delightful promenade can be enjoyed here, best when on some calm night in summer, the moon is bright and a sheen of silvery light is cast across the gently heaving ocean, while softest breezes fan the cheek, and starlets twinkle in the heaven's blue.

WHEEL.

There is a double Holland wheel, which has been improved on by Mr. Hathorn, the Chief Engineer of the line. Inboard of the starboard paddle-box are six staterooms, and in the same position on the port side are sanitary arrangements.

IN GENERAL.

On the forward deck are lashed those welcome emblems of hope and means of security, the steamer's anchors. These were ham-

mered by a Camden smith, and they are "good chunks of anchors" as an old salt took occasion to remark. Their weights are 2400 and 2800 pounds, respectively, and the cables are $1\frac{1}{4}$ and $1\frac{3}{8}$ inches body of link. The steamer's general appearance on deck is unlike that of any other boat on this coast. The standing rigging is of wire. There is besides the masts, a tall flag-staff at the stem-piece. The engine room is finished in black walnut.

The fire extinguishing apparatus is most complete and well arranged. Pipes run the whole length of the steamer, fore and aft, connecting with powerful force pumps at either end, which, when the boat is underway, can be worked by steam power from the engine, and when in port by brakes. There are lines of hose, connecting with the pipes, on every deck, and with a well-drilled fire-department, such as the line is noted for, this apparatus should be complete proof against damage by the flames.

There are accommodations for about five hundred passengers in all, — one hundred and twenty-five staterooms and about two hundred and fifty berths — and all of the best. The life saving apparatus consists of six New York life-boats, two life-rafts and five hundred cork jacket life preservers. Electric bells from every stateroom connect with the steward's office. The comfort and convenience of passengers has been catered to above all things else, and the travelling public will find in the Penobscot a safe, staunch, comfortable and luxurious vessel in which to travel. The steamer will draw seven feet six inches of water with her coal, water and full complement aboard, ready to receive freight.

She will be commanded by that veteran in the service, Capt. W. R. Roix, formerly of the steamer Katahdin, who will be accompanied by his old officers of the above mentioned steamer. James Hathorn, will preside at the all-necessary lever, and this appointment pleases everybody. The steamer looks grandly from a little distance, — shining in her fresh white paint and glistening machinery.

The entire work is expected to be completed during the first week of June, and then the gallant craft will make her trial trip down Massachusetts bay. On or about the 18th of June, the six trips a week arrangement will go into effect, and then the "Penobscot" will join her sisters, the "Cambridge" and "Katahdin," on the famous route plied by the steamers of the Sanford Line, and its outgrowth, the present company, for forty years.